Night landing facility at airports

330. DR. M.A.M. RAMASWAMY: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the details of airports in the country which do not have the night landing facilities;

(b) the steps taken by Government to provide night landing facilities at all the airports in the country;

(c) the estimated total cost of providing night landing facilities at all the airports; and

(d) the time likely to be taken to provide night landing facilities at all the airports in the country?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) There are 13 operational airports namely Bhuntar (Kullu), Gaggal (Kangra), Jabalpur, Juhu (General Aviation), Kanpur (Indian Air Force), Kargil (Indian Air Force), Keshod, Kandla, Ludhiana, Pondicherry, Porbandar, Shillong (Umroi) and Shimla where night landing facilities are not available.

(b) to (d) It has been planned to provide night landing facilities by 2010 at an estimated cost of Rs. 17.84 crores at 11 airports, namely, Bhuntar (Kullu), Gaggal (Kangra), Jabalpur, Keshod, Kandla, Ludhiana, Mysore, Pondicherry, Porbandar, Shillong (Umroi) and Shimla. As and when operational necessity arises, the night landing facilities will be provided at remaining airports.

Surat Airport

331. SHRI KANJIBHAI PATEL:
SHRI VIJAYKUMAR RUPANI:

Will the Minister of CIVIL AVIATION be pleased to refer to answer to Unstarred Questions 1866 and 3725 given in the Rajya Sabha on 18th March and 29th April, 2008 and to state whether the project for the development of Surat Airport has been completed?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): Yes, Sir. After the completion of Major works like runway, apron with aerodrome lighting, the airport was made operational w.e.f. 06.05.2007. Later by 12.06.2008, the remaining important works viz. technical block cum control tower, terminal building, car park, road too were completed. Currently installation of ILS is in progress.

Appointment of Grade 9A officers

†332. SHRI MANOHAR JOSHI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Indian Airlines had appointed officers in Grade 9A and assured to appoint them Assistant Manager two years after;

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†Original notice of the question was received in Hindi.

(b) whether it is also a fact that except in flight service department, the officers of Grade 9A of all other departments have been promoted to the post of Assistant Manager;

(c) if so, by when all Grade 9A officers of in flight department will be promoted to the post of Assistant Manager;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (e) In erstwhile Indian Airlines Limited, appointments to the post of Assistant Manager takes place through three channels - 30% of the available vacancies are filled through Promotion Quota from amongst Senior Superintendents of the cadre as per the laid down eligibility and selection process 30% of the available vacancies are filled through selection Quota, which is open to employees of different cadres based on eligibility and selection process, remaining 40% are filled through Direct Recruitment Quota from open market where internal candidates are also allowed to compete based on prescribed eligibility and selection process and upon being found suitable preference in appointment goes to internal candidate.

Consequent to stagnation of senior employees and Promotion Quota vacancies being limited to 30% a tripartite settlement dated 9.2.2001 was signed with the representing union, *i.e.*, Air Corporations Employees Union to create a post of Officer in different cadres of non-technical ground staff category and it was decided that Senior Superintendents who used to qualify for consideration for appointment to the post of Assistant Manger under Promotion Quota after completion of 2 years of service would now be appointed as Officer to the extent of 15% of the standard force of Senior Superintendents. It was not assured to appoint them as Assistant Manager after 2 years. In fact they were to qualify for consideration for appointment to the post of Assistant Manager after completion of 2 years of service as an Officer and appointment was subject to availability of vacancies and the laid down selection process.

Subsequently, this dispensation was extended to In flight Services Department also though they has different service Regulations as flying crew and in their case the promotion quota was extended to 50% as against 30% for non-technical ground staff.

As a consequence of a recent understanding with the representing Union, *i.e.* Air Corporations Employees Union prior to merger of Air India Limited and Indian Airlines Limited, non-technical ground staff in the designation of Senior Superintendents who had completed more than 3 years of service as on 1st January 2007 were appointed as Officer in their respective cadres and those who had completed 6 years of service were appointed to the post of Assistant

Manager in their respective cadres. This was done in order to create a near harmony in the levels between the non-technical ground staff of erstwhile Air India and erstwhile Indian Airlines as against the demand of Union for total parity in career progression pattern since 1996 before merger was effected. While implementing this, such of the Senior Superintendents who were to be appointed directly to the post of Assistant Manager would have superseded the existing officers and to prevent these employees who were existing in the grade of Officers were first promoted to the post of Assistant Manager since majority of them in any case had rendered more than 6 years' service as Senior Superintendents.

Condition attached with contract for metro-airports

†333. SHRIMATI SUSHMA SWARAJ: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the private companies which have been given contract for construction of airport in metros, have put a condition that no other airport would be set up near those metros and if it is so, the contract would be given to that company only;

(b) if so, whether Government has accepted the said condition; and

(c) if so, the justification to accept these conditions?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) to (c) In the Concession Agreements entered into by the Government with the private companies for the development of greenfield airports at Bangalore and Hyderabad, it is mentioned that within a radius of 150 km from these airports, no new airports, no new airports would be allowed to be set up and existing airports would not be upgraded, barring a few exceptions.

In case of AAI airports at Delhi and Mumbai that are leased out to Joint Venture Companies (JVCs) for expansion and modernisation, the Government has entered into State Support Agreements (SSAs) with the JVCs. According to these SSAs, the JVCs have the Right of First Refusal (ROFR) with regard to a second airport within 150 km. radius of these airports.

The restriction of 150 km. and provision of ROFR have been prescribed with a view to ensure financial viability of these airport projects.

Airfare anomaly

334. SHRI AMIR ALAM KHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the fares for the same sectors are different in Government owned airlines and private airlines;

(b) if so, the details thereof;

(c) whether Government has any control in fixing the fares for these airlines;

(d) if so, the details thereof; and

(e) the corrective measures being taken by Government to rationalize the fare structure for all the airlines in the country?

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†Original notice of the question was received in Hindi.